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WHOLESALE AND RETAILCHEMISTS, QUEEN'S ROAD CENTRAL.

Opposite Hongkong Hotel.

(Telephone No. 60.)

Hongkong, 9th May, 1889.

A. S. WATSON & CO., LTD.,

Established A.D. 1841.

WATSON'S

PATENT DESSICATING OR DRYING BOTTLES.

A. S. W. & Co. beg to call attention to their new PATENT DRYING BOTTLES

which have been specially designed and manufactured for them.

By the use of these bottles, CIGARS as well as ALL GOODS which are susceptible to the

destroying influences of moisture can be kept in good and perfect condition.

Whenever or wherever the atmosphere is surcharged with moisture these bottles will be found invaluable.

THE HONGKONG DISPENSARY.

Hongkong, 4th April, 1889.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 10, 1889.

Those of our readers who possess any practical acquaintance with statistics

regarding the births and deaths in the various countries of the world will have

perused with surprise the returns lately presented to the Legislative Council of

Hongkong, an abstract of which was reproduced in our issue of the 7th instant.

The abnormal sanitary condition of the colony may, we think, be fairly gauged by

the alarming and dangerous disproportion between the births and deaths in what is termed our land population.

The British and Foreign communities, which are estimated at 10,692, showed last year a

birth-rate of 18.05 per 1,000 per annum, as against a death-rate of 23.28, or about 1.29

deaths for every birth. The Chinese resident population, estimated at 179,530,

increased by a birth-rate of 8.18, whilst it decreased at the enormous rate of 32.22,

this being in the proportion of 3.93 deaths for every birth. The whole population

of the colony (not including the shipping and junk people) which is computed at

190,222, gives an average birth-rate of 8.73, as against an extraordinary death-rate

of 31.72. In the course of last year the total number of births in the colony amounted

to 1,662, and the total number of deaths to 6,034, showing 3.63 deaths for

every birth! Supposing this rate were to continue for a succession of years, even

with no epidemics or other disasters to swell the number of deaths, we should

have to face the unwelcome but conclusive evidence that, as our population

decreases by 4,372 every year, in forty-three years, say in 1932, there will be no

inhabitants left in Hongkong. Of course, we must take into consideration the steady

influx of new-comers; but are they likely to amount to 4,372 yearly? If not,

we have some constant factors of depopulation among us, more or less reduced,

which in the course of years, if statistics are of any value, are sure to accomplish

the entire depopulation of the colony. It is quite an alarming possibility that not one

of our successors may be left alive to celebrate Hongkong's first centenary!

That such a process of depopulation is a reversal of the laws of nature cannot

be disputed, and that to some considerable extent it is a direct result of the unsanitary

conditions existing throughout the colony, a slight acquaintance with the laws of

population will convince anyone. The general accepted law is that the populations

of well-drained and healthy towns double themselves in twenty-five years;

this is owing to the excess of births over deaths. In Hongkong worse than the

reverse takes place—the population, as above pointed out, if bare official statistics

may be relied on, will extinguish itself completely in 43 years! Taking into

consideration the ghastly picture presented by these official returns just published,

we think the sanitary authorities should lose no time in finding adequate remedies

for the great evil which would seem to so seriously threaten the public welfare.

Deleterious climatic influences should be counterbalanced by climatic comforts. If

the northern slope of Victoria Peak is unhealthy, a circular road should be made

without delay, and the southern slope opened up for building purposes. The

Government's bounden duty is to do everything possible to prevent the flourishing

port of Hongkong from becoming a veritable Necropolis of the Far East.

TELEGRAMS.

THE PARNELL COMMISSION.

LONDON, May 1st.

Mr. Parnell has been examined before the Commission. He said that he has never

belonged to any secret society, has never advocated separation, and has always con-

demned outrage.

THE QUEEN.

The Queen visits North Wales in August.

LOCAL AND GENERAL.

H.M.S. *Firebrand* returned to Shanghai on the 5th inst. from the River Ports.

The latest statistics show that the women in England exceed the men by 3,000,000.

The Emperor of Brazil has decided to issue an edict prohibiting Brazilian girls from marrying

until they reach the ripe old age of ten years.

We are requested to state that the departure of the steamship *Arabic* for San Francisco, via

Yokohama, is postponed to Sunday, the 12th inst., at daylight.

The Senatus Academicus of the University of Edinburgh has offered the degree of D.D. to the

Rev. John Griffith, of the London Mission, Hankow, China.

A young divine tells a story of a bridegroom who, after the marriage ceremony, slipped a

note into his hand, murmuring apologetically, "I'll do better next time."

We would remind our readers that the competition in gymnastics, for prizes presented by the

Hon. A. R. MacEwen, will take place at the Victoria R. C. Gymnasium to-morrow at 5.30 p.m.

STATISTICS make it appear that there are 5,130 lawyers in New York city whose aggregated fees and incomes amount to something over

\$30,000,000 a year. Lawyers come, high, but we must have 'em, it seems.

The Wilmer Street fire is still smouldering. An archway between the storehouse that was gutted

and No. 8 permitted the goods in the latter place to catch fire, and they keep on smouldering, being very difficult to get at.

YOUNG Thorne (to his girl): "And your name is Rose! What a sweet name Rose is! Rose!"

"I am glad you like it. But—but I do not want to be a Rose without a Thorne." What

could a fellow say after that?

OUR Tientsin contemporary reports that the work of removing the Railway bridge across the

Peluo goes on very slowly. After seven days labour one of the 52 piles, driven about 100

feet into the river bed, has been pulled off. Notwithstanding the obstruction of the two salt

junks used in the up-rooting of the piles, which leaves only room for one junk to pass bound

either up or down, twenty-five Kiangsu and Ningpo junks passed down yesterday.

EXAMPLE of the progress of science.—Anxious Wife (year 1899): "Oh, Doctor what shall I do? My husband is nearly burning up with fever and

keeps begging for water." Great Physician: "I am sorry, madam; but one drop of water

would kill him." Another Woman (1889): "My husband appears to be no better." Same Physician: "Did you give him plenty of water

as I directed?" "Yes, all he could drink." "Well, if the fever don't abate in another hour

souse him in a bath-tub."

An energetic American woman supplies the following contribution to the bustle controversy:

"I know that women are hampered by their clothes, and I believe they will never be able to

compete with men until they are better dressed. Give a girl pockets—pockets on her hips, her

back, her breast, and about her belt and side; loosen her waist, sleeves, collar, and skirt

strings; give her hands and feet room; burn her bustle and lighten her skirts; school her hair

and give her plenty of physical exercise and at 20 she will have two pounds of curled hair at her

back to mark her waist line."

THIS year, says the *Chinese Times*, there appear to be more accidents than usual among the

junks. The salt junk which sunk in the fairway below the Everlasting Bend has been floated and

hauled onto the bank. Three rice junks in different parts of the river have run on their anchors,

but the cargoes were saved and the junks hauled ashore. The other morning witnesses

an accident. The tug *Perko*, with lights in tow, came into collision with a salt junk about

2 p.m., abreast of the Actor House Hotel. The junk struck almost immediately in midstream,

blocking the fairway of steamers. About 1 p.m. two large salt boats were made fast to the

sunken craft, and by the aid of two Spanish lasses the wreck was most expeditiously beached

on the opposite bank, taking only about three hours.

DURING the argument of a petty larceny case before Justice of the Peace Wixon at Hoxie,

Kansas, the other week, J. L. Patterson and William Langley, both muscular, well-built

middle-weight scions of the law, became involved in a dispute as to their relative fighting

powers. The two exchanged words and taunts for some time, and then each brand

his fist and called on the justice to decide the dispute. Justice Wixon, who is a

lover of the manly art, decided that the only way in which the dispute could be decided was by

an old-fashioned bout with bare knuckles, and he declared his willingness to adjourn the case for

a time to allow the attorneys to settle their dispute. The two accepted the justice's offer

and the Court and spectators adjourned to a large hall in the centre of the town. About

all the men in the place gathered to see the fight. Patterson and Langley stripped

to their undershirts, and with the justice as referee squared off at each other in regular pugilistic style. Suddenly Patterson's right

arm and a moment later Langley was sprawling on the floor. This startled Patterson, who

gathered up his things and left the hall. Langley arose, but was not bent on fighting, and the

H.S.M. Gunboat *Coronation*, left Bangkok on the 23rd ulto, for Chantaboon, having on board

H.R.H. Krom Mun Prachak and Commodore A. de Richelieu.

The Duchess of Galliera's legacy to the Empress Frederick, says *Truth*, is to be invested in

England, and the money was recently brought over to London by Prince Pleiss, who is one

of the *attachés* of the German Embassy in Paris. The whole of the business in connection with

this legacy has been transacted by Count Münster, who has arranged matters both expeditiously and advantageously. The net amount

is about £200,000. Lord Sydney and Lord Crans have been consulted by the Empress respecting

her English investments, for the money which was bequeathed to her by the Emperor Frederick

has also come to this country, and so has the large sum which he left in settlement of which

the Queen, the King of the Belgians, and the Duke of Saxe-Coburg-Gotha are the trustees.

ACCORDING to the *London and China Express* Mr. Ashmead-Bartlett, speaking at Sheffield

recently, devoted the greater part of his remarks to the Navy proposals of the Government, which

he justified as essential to establishing the maritime supremacy of the nation, which was a

necessity to our commerce, our empire, and our honour. He said that the navy and the

power of the British Navy in 1794, when the scheme will be completed, with the

relative strength of the navies of France and Russia, showing that our naval strength would

be considerably in excess of those two countries combined. He said the money would be spent

in an economical manner, and observed that the opposition to the programme had most ignominiously

collapsed. The expenditure was a national insurance of the most necessary kind, and three-fourths of the money would be spent

in wages for labour in this country.

IN reference to the Yellow River the *Chinese Times* says:—We judge, though the communication

reported to us is rather indefinite, that Wu considers the breach reparations at Cheng Chou

complete, and is about to direct his attention to other places on the Huang-ho banks. Wu is a

very able man, and may save off for a while the inevitable evil day which must arrive sooner or

later. Every year the river bed fills up perceptibly, and the banks become too weak or too small

to contain the torrid flood. A breakage on the north side would ruin Chihli as well as

Honan. He has been ruined. We learn from some paper that the bread famine in Peking has

been averted, but the foreign community is threatened with a scarcity of kerosene oil,

candles, and sugar. The trouble is that goods destined for sale to Chinese are passed under

the pretext of being intended for the foreign community, and the Tientsin Tantai is endeavouring

to check this abuse, which is not only unfair to the revenue, but to the Chinese traders who have no foreign ally to work the imposition for

them.

OUR contemporary, the *Missionary*, when ever it runs short of the usual dry *habitu*

which its reader looks for, devotes a portion of its columns to showing how the poor Chinese

are oppressed by that bloated monopoly the Opium Farm. Yesterday, for instance, it bleated

plaintively that poor passengers arriving here with a little opium left on their hands are heavily

fined for not having got a permit from the Farmer, and so on. It makes our head ache to

read these pitiful arguments, and we hardly know whether they are worth refuting or not.

Everybody, pretty nearly, knows that out of the \$1,737,000 which are estimated to be the total

revenue of the Colony during this year, one quarter—nearly half a million dollars—are set

down as accruing from the Opium Farm. It stands to reason, therefore, that in order to regain

that enormous sum, meet the heavy expenses of the Farm, and then have a profit, very stringent

measures are required, especially when smuggling is so extensive through the punishment of it

being so light. Scores of these petty offenders, on establishing their *bona fides* are "let off" by

the Farm every week, but the line has to be drawn somewhere. And the gentleman who

pays the rent—the Government lessee who contributes a quarter of our revenue, is in our

opinion far from fairly treated, by not being properly supported in his legal rights.

SAYS the *Japan Mail*:—The through line from Tokyo to Nagahama (on the shore of Lake Biwa)

was opened quietly to traffic on the 16th April, and the new generation of navigators

so suddenly sprung out of nothing. The present move in the industrial line is something

analogous to the one alluded to. It is intended to raise the *Cyncephalus* *Portugalia* a few steps

from their present status of copying clerks. Hence the *Independent's* patriotic efforts to create

an industrial school in Macao. Those who know the particular line of industry for which the

Holy City stands unrivalled among the colonies of the East, will hail with delight the *Independent's*

new project.

WE learn from the *Japan Mail* that an accident, unfortunately fatal, occurred on the 27th ulto,

on the Tokyo-Kyoto Railway. Mr. Hida Hamagoro, Chief of the Estates Bureau in the

Imperial Household Department, was a passenger by the train going southwards. At Shizuoka, where

a stay of a few minutes is made, Mr. Hida left his carriage for a necessary purpose, but owing to

the large number of passengers and the insufficiency of the accommodation, he was

unable to accomplish his object. At the next station, but one Fujiyama, the train stopped for

a moment only. Here Mr. Hida alighted, but before he could re-enter his carriage the

train was in motion again. He nevertheless attempted to regain his seat, but missed his

footing and fell between the platform and the train. On-lookers say that he succeeded in

avoiding two carriages as they passed, but that something projecting from beneath the third

apparently caught his sleeve and dragged him under. The train was arrested in a moment,

and, however, before a wheel had passed over the unfortunate gentleman's body. He expired

immediately. Mr. Hida was fifty-nine years old. His record of service is long

and distinguished. In 1859, under the Tokugawa Government, he held the post of Naval

Inspector, and was sent to America the same year in a Japanese man-of-war. In 1862, having

risen to the rank of Naval Inspector, he had command of the ship in which the Shogun

proceeded to Kyoto for his historical interview with the Emperor. Subsequently detailed for

civil duty, Mr. Hida obtained steady promotion. Chief of the Estates Bureau, with Second Class of the Fourth Grade, official rank, and

the Third Class of the Rising Sun. It is scarcely necessary to observe, adds our contemporary,

that this sad event emphasises a point to which it drew attention in the autumn of

1887, namely, the insufficiency of the accommodation at stations on Japanese railways.

ADMIRAL LANG and family leaves for Tientsin on the 1st inst. per steamer *Hasting*.

THE Band and Pipes of the 1st Battalion A. and S. Highlanders, will perform in Murray Barracks

this evening, from 7.30 to 9.30 o'clock. The following will be the programme:—

BAND PROGRAMME.

March "Z-wave".....Condl.

Quadrille "Fun of the Fair".....Williams.

Polka "The Distant Shore".....D'Albort.

Polka "Old China".....Gooie.

Lancers "Trial by Jury".....Godfrey.

Gaelp "John Peel".....Martin.

PIPER'S PROGRAMME FOR BARRACK SQUARE.

March "Hot Punch".....

Strathspey "The Three O' Tullyme".....

Strathspey "The Charns O'Whiskey".....

Strathspey "The Drunk Lads".....

